

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM",	2,363 tons	Captain H. D. Jones.
" " "POWAN",	2,338 "	H. J. Black.
" " "FATSHAN",	2,260 "	C. V. Lloyd.
" " "KINSHAN",	1,995 "	B. Branch.
" " "HEUNGSHAN",	1,998 "	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 1 P.M., and 5 P.M. (Sunday excepted).

The S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.
CHITS CANNOT BE ACCEPTED.SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN",	1,051 tons	Captain W. A. Valentine.
" " "SUI-TAI",	1,051 "	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF

and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from

Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM",	1,688 tons	Captain S. Bell-Smith.
" " "NANNING",	569 "	Mackinac.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Macaois, (First floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWINE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th December, 1907. [19]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXCITING.

For further information apply to—
BUTTERFIELD & SWINE, AGENTS,
WEST RIVER BRITISH S. COMPANIES.

Hongkong, 2nd November, 1907. [14]

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETO & CO.,
General Agents.

Hongkong, 22nd October, 1907. [180]

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU", 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN", 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquel & Co.

For further particulars, please apply to—
BARRETO & CO., Agents.

Hongkong, 5th April, 1907. [370]

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Light, Fans and Call Bells.
Both Rooms attached to Each Room.Telegraphic Address—
"CHEF" HONGKONG,
Telephone No. 54.Proprietor,
O. E. OWEN.

Initiation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Snotts, A. 1, and Watkins. [37]

Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

SANDAKAN "BORNEO" WEDNESDAY, 10 A.M., 18th Dec., 1907.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN "PRINZ REGENT LUITPOLD" WEONEDSDAY, NOON, 18th Dec., 1907.

SHANGHAI, NAGASAKI, HIOGO, "PRINZ EITEL FRIEDRICH" About WEDNESDAY, 18th Dec., 1907.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "MANILA" THURSDAY, 5 P.M., 2nd Jan., 1907.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL "SACHSEN" About WEDNESDAY, 25th Dec., 1907.

For further particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th December, 1907. [12]

REMARKABLE EXPERIENCE OF A NEWPORT WOMAN.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lambs & Rogge write on 14th inst.

The past fortnight has again been a very depressed one. As for prompt loading, offers for any employment for steamers are almost entirely absent. Occasional chartering orders are already beginning to come forward from Saigon for shipment in February, but owners so far decline to meet the inquiries on account of the low rates offered by charterers.

As regards Southern affairs, there have been three fixtures for prompt dates from Saigon for this port at 11 cents, and another middling-sized boat is being inquiry after at same rate, but it goes without saying that only vessels trading regularly between the ports will accept such terms. There is very little left now of the old crop's produce, and the still available remnants are being held for higher prices.

Saigon to Philippines, the fixture of a Norwegian boat is reported at 23 cents.

Shipments from Bangkok to this are still going on by the regular boats, and business on a larger scale cannot be looked for until the new season has opened.

From Java there is no demand for tonnage in any direction.

Antent Northern freight, nothing fresh can be said. The closing rate from Wubu and Chinkiang to Canton for rice stands at 16 cattareens.

From Japan a few more coal charters are on record: Moji to this at \$1.4, Wakamatsu to Canton at \$2.20, Kuchino to Hoang \$2.00.

On monthly terms two small vessels have been secured by local Chinese at very low rates. It is understood that the vessels will be employed in the Saigon trade.

Sail Freights—Nothing doing.

Sail Tonnage loading or to load:—Brit. bark Lawhill, 1,950 tons, arrived 28th August.

Sail Tonnage Disengaged:—None.

Departure of Sailers:—Brit. bark Eclipse, December 3rd, for Baltimore.

LOVE IN WORKHOUSE.

BROKEN-HEARTED SEPTUAGENARIAN HANGS HIMSELF.

An extraordinary story of love in a workhouse was revealed at an inquest on 14th ult. on George Horwood (in his seventieth year), who was found hanging on the workhouse gate-post at Saunderton, near High Wycombe.

The deceased, who was an inmate of the workhouse, used to take the letters to the neighbouring village of Bradenham to post, and as he did not return at the usual time at night the porter went in search of him, failing to discover him until, returning on his bicycle, he saw the deceased hanging from the post.

Endearing letters in relation to another inmate of the workhouse were produced at the inquest. One read as follows:—

Dear Jane—I am going to die for you I love you so dearly, and, dear Jane, I can not live like we are at present, for, dear Jane, you used to say that you loved me dearly, and no one else, but you have been false and deceitful to me, Jane.

That has been the cause of all this trouble, and now I am dying for you, dear. Good-bye, and God bless you. Your true and broken-hearted lover,

G. HORWOOD. A verdict of "Suicide while temporarily insane" was returned.

EXPLOSIVE GLASS EYE.

REMARKABLE EXPERIENCE OF A NEWPORT WOMAN.

A new terror has been added to the life of the Man with a Glass Eye.

It is the Explosive Eye—concerning which the "Western Mail" (Cardiff) describes "a strange and probably unexampled catastrophe."

Mrs. Richard, a young woman living in Newport, who lost the sight of an eye in an accident some years ago, replaced the damaged eye with an artificial one. This did duty till a few months ago, and then, becoming dissatisfied with it, she purchased a more expensive one.

Early one morning, says the "Western Mail," this new eye exploded "with a report like the firing of a gun."

"She was very much startled and pained," continues the narrative. "The explosion caused the artificial eye to fit so tightly in the orbit that it was with the utmost difficulty that it could be got out."

An examination showed that a piece of the glass at the back of the eye had "blown." Instead of flying backward and embedding itself in the flesh of the orbit, it had gone forward into the cavity in the glass eye.

AMERICANS AND THE NUDE IN ART.

In Philadelphia, twelve years before the appearance of the Atlantic, a few casts from the antique created something very like a public scandal; and when, at an earlier period, Greenough's "Chanting Cherub," the first group by an American sculptor, was exhibited, a storm of condemnation enveloped the undraped figures; nude babies were familiar in American homes, but their appearance in public shocked the moral sense of the whole community. This was in New York, where, still earlier, gentlemen who lived by piracy had been influential members of society. The symbolism of Power, Greek Slave, and the passionate sympathy with the Greek struggle for freedom diverted attention from the nudity of the figure to the pathos it expressed; but it was thought necessary, in the interests of public morale, that the fair captives should be examined by a committee of experts. Accordingly a group of clergymen in

Cincinnati sat as a jury and, after a critical examination of the figure, issued a kind of license for purposes of public exhibition. The humour of subtilizing the statue to the inspection of a committee of clergymen does not seem to have occurred to any save a few Americans who had been corrupted by familiarity with foreign galantes nor does any one appear to have realized that the real immorality was not in the timid slave but in the public opinion which halted halfway as the greatest work of art in the history of the world! Hamilton Mabie, in the Atlantic.

TO LET.

TO LET.

CROWNSTEET, Barker Roads, unfurnished or partly furnished.

Apply to— C. L. GORHAM,

3, Fiddler's Street, Hongkong, 2nd December, 1907. [104]

TO LET.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

HATHERLEIGH, Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

Intimation.

Powell's

GRAND

XMAS BAZAAR

NOW OPEN

TOYS

Powell's

Bazaar

ANIMALS

POWELL'S

BAZAAR

DOLLS

50 CENTS TO \$2.50 EACH.

Consignee.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"DELHI,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by, made, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Mangolla*,
From Calcutta, ex S.S. *Somali*,
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Opium Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent,
Hongkong, 12th December, 1907.S.S. "ARMAND BEHIC"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoc* and *Charente*, from St. Nazaire ex s.s. *Ville de Roche*, and from Bordeaux ex s.s. *Zeroy Zoller*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be counter-signed by the Undersigned. Goods remaining unclaimed after MONDAY, the 16th December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th December, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 16th December, at 3 P.M.

No Fire Insurance has been effected.

J. MILLE, Agent.

Hongkong, 9th December, 1907.

Intimations.

Sole Agents for
HUMBER CYCLES.

TYPEWRITERS

FOR

HIRE, REPAIR & SALE,
TO CLEAR AT VERY MODERATE
PRICE.

REMINGTON,

HAMMOND,

B. R. LOCK.

NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES
and BOATS

FOR HIRE AT BLAKE PIER,

DAY AND NIGHT PER HOUR \$2.

New Bicycles
for Hire.

NEW CYCLES FROM \$65 EACH.

REPAIR TO MOTOR BOATS, CARS,
and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,

No. 11, D'AGUILAR ST. and KOWLOON.

Hongkong, 27th November, 1907.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES
AND

TOILET REQUISITES

FOR SALE

15, D'AGUILAR STREET,

HONGKONG.

Hongkong, 14th September, 1907.

(100)

HONG-KONG NAVIES.

BY A NAVAL EXPERT.

There are certain lines upon which naval development has travelled in the last decade which have caused, in almost every case, the massing of all available force in home waters; this has been specially the case in our own country, in which the policy of "scrapping" has been carried out in a manner which is by some deemed heroic by other idiotic, according to the prepossessions of the critic. That concentration of force is the beginning of strategy is known to any one who cares to reason for himself, but concentration is tactical as well as strategical, and practically you cannot have your entire navy grouped and prepared for war at a moment's notice. There is also this to be said, that the affairs of a nation are not managed in its Admiralty, and possibly what may seem an ideal disposition of forces to the naval mind may not perhaps square exactly with the requirements of foreign policy. Particularly is this the case with Great Britain, with her enormous and widely-scattered possessions, dispersed all over the face of the globe, and her commercial interest, the tentacles of which stretch from the seacoasts of all continents and islands into dim hinterlands, the inhabitants of which reck not of the sea and of sailors. But where the flag has been seen, there should the flag be still in evidence lest haply it should be supplanted by the ensign of some foreign Power, which, with the deep insight into the minds of the sullen, silent peoples; half devil and half child, flutters in national colours on every river and in every creek and inlet, and sedulously propagates the idea that it is they, the stronger and clever people, who have supplanted a Power which can no longer stand against the pressure which has been brought to bear.

FLYING SQUADRONS?

In France at the present time those questions of concentration of force and the necessity of showing the flag in her foreign possessions have arisen on the eve of the discussion of the "Budget de la Marine." Outside of European waters France boats of "Divisions Navales" in the Far East, the Atlantic, the Pacific, the Indian Ocean, and in Indo-China; but, say the critics, in case of war none of these divisions, composed as they are of cruisers and torpedo craft, would be of the slightest use, and could only, on the outbreak of hostilities, seek the nearest harbour of refuge and wait there until war was concluded. The remedy for this state of affairs appears, however, to be a difficult problem, as it is admitted that the money is not forthcoming to strengthen these squadrons, and that all credits wrung from a reluctant Finance Minister must, of necessity, be spent on the main battle fleets in home waters. The establishment of a flying squadron has been mooted in the Press, but here again the old difficulty occurs, as a big fast modern cruiser, apart from expense in coal and upkeep, are unable to show the flag in those rivers, creeks, and harbours where hitherto it has been a familiar object, and the "Divisions Navales" are composed of old, slow, and small ships, which are quite able to perform this necessary duty. The solution would appear to lie in rearrangement of the duties of the ships belonging to the distant stations, by the paying off of some of the oldest and most obsolete, and by the complete suppression of the Atlantic division, consisting of the *Chasselois-Lubat*, and the *D'Estrees*, and the Indian Ocean division, consisting of the *Pourvoyeur*, *Rance*, and *Surprise*—the duty of showing the flag in the Antilles and on the coasts of Africa and America being relegated to the cruisers of *l'Escadre du Nord*.

EMPEROR'S PRAISE FOR GERMAN SHOCKERS.

The prizes for heavy gun shooting in the German navy have been awarded by the Emperor to the Kaiser Friedrich III for the first squadron, to the Bremen for the second, to the armoured cruiser Friedrich Karl, to the unarmoured cruiser Medusa, and to the "coast defence" *Fürst Bismarck*. After the conclusion of the manoeuvres of the "High Sea Fleet," the Emperor expressed his satisfaction in a Cabinet minute addressed to Prince Henry of Prussia. After praising and thanking the admirals, commanding officers, petty officers, and men, the minute ends as follows: "I have learnt with joy and a particular satisfaction that the personnel of the engine-rooms have rendered signal service in their department; that they have displayed an entire devotion to their duties, and given proof of remarkable endurance, which has shown itself always at the time when it has most been wanted." After returning to Wilhelmshaven, the battleships of the fleet repaired to Apenrade, where landing exercises and other drills were carried out; a brigade of seamen were pitted against a brigade of the 9th Army Corps, and acquitted themselves with credit. Rumours are current, and have been for some time in Germany, that the headquarters of the fleet is to be moved from Kiel to Wilhelmshaven; if this is carried out, and it appears on the face of it likely, we shall no doubt be treated by the German Press to a renewed dose of protestations of the absolute correctness of "Germany in all her foreign relations; and her burning desire to keep the peace." It is only to be hoped that the warning will not be thrown away, and that our somewhat envious building programme may not be lessened by the present Government in answer to these Teutonic blandishments. Germany may be our dearest friend, but it is no reason why we should not keep our powder dry.

PARSONS TURBINE ENGINES IN GERMAN FLEET.

"BACK PAIN AND DIZZINESS,"

said Mr. Van Straelenhoff, "in fact for no less than four years I was afflicted in this way. Very often I had to leave work and go home, there to remain for three or four

days at a time. The attacks of dizziness were so terrible that I was obliged to blindfold my eyes and to close the shutters of my room to keep out all light. The pains in my back and shoulders also were exceedingly severe. I had no appetite and always lost

DEPRESSED AND WORN-OUT.

During this period of ill-health I tried many medicines, but as instead of getting better my miserable condition became worse, at last I feared I should not be able to continue work much longer, and that soon I would have to give up my position.

"But about this time my attention was directed to Dr. Williams' Pink Pills for Pale People. I saw that many people were cured by these Pills, and so I resolved to try them myself. After the use of three bottles of Dr. Williams' Pink Pills I (100) greatly

alleviated of my ailments. I continued taking the Pills until I found myself quite restored to health. It is about a year since I was cured by Dr. Williams' Pink Pills. I have had no return of any of my former complaints. I am in GRAND HEALTH.

and can work better now than I have done for years. Yes, Dr. Williams' Pink Pills are a wonderful medicine. You have permission to publish my testimony."

Here again is fresh evidence proving the wonderful curative powers of Dr. Williams' Pink Pills for Pale People in cases where ordinary medicines have failed. Dr. Williams' Pink Pills are different to other medicines. They are a Tonic Blood Purifier—while cleansing the blood they at the same time make it strong and good, and this rich, red blood drives out the causes of sickness, and restores all the organs of the body to sound vigorous health. These Pills, as abundant testimony proves, have cured Anaemia (weak watery blood), Malaria, Debility, Early Decay, Liver Indigestion, Sick Headache, Rheumatism, Nervous Breakdown, Beri-Beri, Paralysis, Eczema, Scrofula, Boils and Skin eruptions generally, and the after-effects of Fevers, Dysentery and Chills. Lildles between the ages of fifteen and forty-five find in them immediate relief at the trying times, and men broken down by over work, residence in an unhealthy climate, or other cause are speedily restored by their use. Obtainable at most shops where medicines are sold, also direct from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$8/- or 1 bottle for \$1.50, post free to any address.

Intimations.

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE THIRD DANCE of the Season will be held in the City Hall, on January 3rd, 1908. Invitation Cards are now available and may be obtained from the undersigned.

Late Launch will leave Ferry Wharf for Kowloon at 1.30 A.M.

JOHN J. BLAKE,
Secretary,
Hongkong, 12th December, 1907. [107]

N. O. T. I. C. E.

M. ESSRS. MACDONALD & CO. have REMOVED their OFFICE to YORK BUILDINGS, 2ND FLOOR.

MACDONALD & CO.

Hongkong, 10th December, 1907. [108]

COLONIAL SECRETARY'S DEPARTMENT.

IT is hereby notified that FIELD FIRING will be carried out on FRIDAY, the 13th instant, between 9 A.M. and 1 P.M., from Custom's Hill in a Westerly direction towards Kaulung Peak.

J. H. MAY,
Colonial Secretary,
Hongkong, 10th December, 1907. [108]

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOW SHOWING.—

A LARGE ASSORTMENT OF FRENCH DOLLS and TOYS,

PERFUMERY,

TOM SMITH'S CRACKERS,

XMAS TREE ORNAMENTS,

FOOTBALLS, &c., &c.,

ALSO

The Best FRENCH CONFECTIONERY

and LIQUERS.

INSPECTION SOLICITED.

Hongkong, 25th November, 1907. [109]

Don't Worry.

Don't Worry.

WHY WORRY?

CONSULT PHAROS.

THE MYSTIC AND MODERN ASTROLOGER.

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to:

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW.

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written *Test Horoscope*.

With the above Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/-.

1000 Comic Cards for 15/-.

English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.

CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.

100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.

50 ASSORTED Cards for 20/-.

1 gross Jewelled Cards for 9/-.

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD '00, 45, Union Street, Glasgow.

958]



Mr. J. B. Van Straelenhoff
of Djakja, Java,
(from a photograph)

Cured of Back Pain, Debility and

Dizziness by

Dr. Williams' Pink Pills.

days at a time. The attacks of dizziness were

Intimation.

A. S. WATSON & CO.,
LIMITED.THE GREAT
POPULARITY

Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE

OR

QUALITY.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS,

Hongkong, 30th November, 1907.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Street, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be answerable for any rejected MS., nor for a turn any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY - \$80 per annum.

WEEKLY - \$13 per annum.

The rate per quarter and per annum, proportional, the half yearly issue is delivered free when the address is accessible by messenger. On application by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy, Daily, ten cents. Weekly, twenty-five cents.

BIRTHS.

On December 11, 1907, at Shanghai, to Mr. and Mrs. Y. KUMSOO, a daughter.

MARRIAGE.

On November 27, 1907, at Ningpo, Captain RONALD DOLLIFFE, to FRANCES MARY, second daughter of Colonel and Mrs. G. Christie, Short Heath Lodge, Farnham, Surrey.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 16, 1907.

EFFECTS OF CANTON-HANKOW
RAILWAY DELAYS.

It is hard to understand why the stout, thoughtful and far-sighted people of Canton have apparently so far failed to realize the fact that so long as the Canton-Hankow railway continues a nebulous quantity so long will the question of the control of the West and North Rivers be a matter of stress and worry. For many weary months, long before the time when the patrolling of the West River had reached the acute stage, at which it stands to-day, we have indulged in hope, hoping that the actual work in connection with the construction of the railway would be commenced at last, that the Chinese would be so captivated by the results achieved through their own energy, that it would be a case of Cairo to Khartoum over again and that the natives of the South, at all events, were not vain-glorious when they spoke of their ability to finance and manage their own undertaking. Yet what have we seen but a series of petty bickerings and wranglings and jealousies;

each individual evidently caring whether the bone fell to him so long as it did not come within the clutch of an opponent. We firmly believe that Mr. Chang, the ex-Minister of the Interior, could have carried matters to a speedy and successful conclusion if he had been allowed his way, that is to say, if everybody had bent to his will, taken his word, for granted and trusted for the best. But the day of the autocrat is over, even in China, and Mr. Chang with all his foreign experience finding it impossible to get what he wanted resigned the thankless office of president to the Company and resumed private life. For a few weeks past Sir Chengtung Liang Chang has been at the head of affairs, but what he has done since he assumed that important position it is impossible for us to say. We have heard now and again of Sir Chengtung being here and there throughout the Kwang Provinces and have made the futile guess that he was engaged in perfecting the arrangements for beginning the work in such earnest fashion that before another Chinese New Year has come and gone we should have been on the verge of realising the advantage of having a foreign-bred native installed as the head of one of the great branches of the Imperial Chinese railways. To start with, it is not a happy augury for the success of an undertaking when the leading light straightforwardly declares that he has no desire to have anything to do with the railway in any shape or form, and when that statement is backed up by numerous feints and apparent subterfuges to evade the appointment, the prospects of the railway become none the more halcyon. And again, because a man has proved an accomplished diplomat and has been accepted as a *personus grata* in the two great English-speaking countries is not to say that he possesses at the same time all the other virtues of mechanical genius, sound judgment in commercial affairs or engineering insight granting for a moment that the delay in proceeding with the Canton-Hankow line has been due to no fault on the part of the manager at staff, how, can it be explained that months ago the material for the Canton Waterworks Company, a new concern, was lying at the wharves at Kowloon, and has long since disappeared in the direction of Canton; that the recently-projected iron bridge across the river would have been begun but for the untimely demise of the promoter which brought about the liquidation of the Company; and that the British section of the railway to connect Kowloon with Canton is being rushed through at top speed? If other Chinese and foreign unde takings can succeed in this way, why does the Canton-Hankow railway lag behind? Supposing that two or three years ago when the people of Kwangtung were excited up to their eyebrows at the prospect of themselves owning and operating the line in question, and securing dividends which would be without parallel, because the administration would be cheap, efficient and actuated by the single idea of advancing the interests of the shareholders, supposing a start had then been made with the line most of the objectionable practices which still exist in connection with the shipping of the Canton river delta would to a great extent have disappeared. For if your pirates and robbers and depoulers of fishing-fleets find that their practice is waning owing to a diversion in the trade routes they are not likely to continue unremunerative labours longer than they can help. The genial old Viceroy Chang Jen-chun, who has managed to get himself into hot water through his over-careful exhibition of an indisposition to do nothing, was the gentle man who had the calm assurance to suggest, quoting from memory, that because piracy had been endemic in the West River from times immemorial, it was impossible to conceive that the remedy could be discovered at this late day. But in order to appease the worried Waipu he agreed to the acquisition of a fleet of four "cruisers" which would protect the long reaches of the West River from piratical gangs. The fleet was to cost, if we remember rightly, something like \$200,000. What country more surprised than China when Great Britain flung a dozen gunboats, river cruisers and torpedo-boat destroyers into the West River with instructions to search all suspicious craft and to take nothing for granted? Does anybody believe for a moment that the action of Great Britain was taken without previous consultation with the Powers and an expression of their entire unanimity in the scheme? It was a plain business proposition which could not be shirked any longer in face of the conjuring and arguments of the China-Association branches and when the step was taken everybody realised how much better it might have been if it had been taken years ago. And yet there might never have been any need for this technical invasion of Chinese authority had those at the head of the Canton-Hankow Railway Company performed their duty in the first instance.

LAU MING, an earth cooie, was at the Police Court this morning, convicted of the larceny of \$2 worth of brass from the Quarry Bay Shipyard yesterday. Mr. Gompers sentenced him to six weeks' hard labour and six hours' stocks.

LOCAL AND GENERAL

A VOLCANIC mountain in Hida province, Japan, is in eruption.

THE English mail of the 16th November was delivered in London on the 24th inst.

THE members of the Hongkong Police Force have issued invitations for a dance, at the City Hall, on the 24th inst.

PRESIDENT Roosevelt will nominate a commission to arbitrate in the strike of the miners on the Nevada goldfields.

MR. LORIS ANDREWS is actively engaged in Washington in an impeachment of Judge Wilsey. The result of the campaign is at present indefinite.

WE are in receipt of a calendar for 1908 from the Western Fire and Marine Assurance Co., for which Messrs. Wm. Meyerink and Co. are the agents in Hongkong.

THE Shanghai Electric and Asbestos Co., Ltd., announces that an interim dividend of four per cent. for the current financial year will be payable on and after January 15, 1908.

A TOKIO despatch of 12th inst. to the *N.C.D. News* says:—There have been twenty-four cases of small-pox at Kobe up till yesterday, including that of a stoker on board the ship *Indrapura*.

THE following telegram was received by the American consulate general from the Manila Observatory, at 6 p.m., yesterday:—December 15, 1907, at 3 p.m. Typhoon South: Yap Western Carolines.

THE Superintendent of the Alice Memorial and affiliated Hospitals begs to acknowledge with grateful thanks the sum at \$4,000 (four thousand dollars) from Chinese-Procession Fund per Messrs. Ho Tai Shang and Chau Siu-ki.

THE Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending November 30, 1907, amounted to 20,388.60 tons and the sales during the same period of 18,69.13 tons.

C. L. PERCIVAL, D. S. O., British Military Attaché, at Peking, is in town, as also Major Williamson, of the Army Service Corps, from Hongkong, making the necessary arrangements for the arrival of the Cameron Highlanders. The houses for officers of this battalion are being pushed on rapidly in Bruce Road.—*China Critic* (Tientsin).

A SERIES of lectures to ladies on "First Aid" will be given by Dr. W. V. M. Koch, in St. Paul's College, on Fridays, at 5 p.m. The first lecture will be given on Friday, 20th inst. An attendance fee of \$2 will be charged for the purpose of defraying incidental expenses. Text books (50c. each) and illustrated triangular bandages (25c. each) may be obtained from the hon. secretary, St. John's Ambulance Association.

WE are requested to state that the Very Revd. Father M. A. MacDonnell, C.S.S.R., of the Redemptorist Congregation, has been invited by the committee of the "Catholic Union," to deliver a public lecture, in their reading room, to-morrow, Tuesday, the 17th inst., at 6 p.m. The subject of the lecture will be the "Foundation of Belief." The Rev. Bishop Pozzani will take the chair, and the "Catholic Union" will be open to the general public from 6 to 7.30 p.m.

NEWS was received here yesterday, reports the *N.C.D. News* of the 15th inst., of the death in Rome of Mr. John Goodnow, formerly U.S. Consul-General at that port. Mr. Goodnow came to Shanghai, to succeed Mr. J. R. Jernigan as Consul-General, in 1897. He was born at Greensburg, Ind., in 1858, and was a son of James Goodnow, Lt.-Colonel of the 12th Indiana Volunteers. Mr. Goodnow graduated at the University of Minnesota in 1879 and resided in Minneapolis until he came to Shanghai. He was a man of strong character and marked ability and in many respects performed the duties of his office exceedingly well. During a portion of his tenure of office he was the Senior Consul here. He made many enemies and not a few friends, and the circumstances which led to his removal from this port are too generally known to need mention here. After leaving Shanghai, he was for a time attached to the staff of the Viceroy at Nanking.

C. A. HYLANDER caused some merriment at the Police Court this morning. He went to a native barber's at Chiuoloong street yesterday where the tonsorial artist failed to render an account of themselves to their patron's satisfaction. This aroused Hylander's righteous indignation who emphasized it by raising a war with the barber's tubs, stands, etc. To appease the foreigner's wrath an arbiter was summoned in the person of a police officer who had the belligerent brought before Mr. Hazelton, the Police Magistrate, this morning. When the charges were read out to him Hylander, indignantly, remonstrated: "Wat, druk-uk; druk-uk? No, not druk-uk!" Although he plead guilty to disorderly behaviour, His Worship settled the doubt in the delinquent's mind by ordering him to pay 50 cents' compensation to the Barber, or 4 days, and \$7 for riotous conduct, or 11 days. Alleging the scarcity of "Mexicans" which he had read local bankers stated to be a fact Hylander resigned himself to the warden's care for the next fortnight.

A FEW CONSIDERATIONS.

We are impelled to offer a few considerations in the light of the foregoing interesting statements obtained by our representative

WEST RIVER PATROL.

SUGGESTED BOYCOTT OF BRITISH STEAMERS.

PROPOSED ESTABLISHMENT OF CHINESE LINE.

The reports which have reached us from our correspondent at Canton, for the past few days give evidence that, instead of the agitation abating, the movement directed against the presence of the British flotilla on the West River is gaining weight at all the more important centres along the delta. The reported overhauling of launches by one of the torpedo boats attached to the fleet led to a desire for more information on an incident, which, trivial in itself, has been seized by agitators to inflame the minds of the people against the action of Great Britain in mobilising and maintaining the flotilla on the Canton delta. An interview with a Chinese gentleman having trade connections with Wuchow and other riverine ports, by a representative of this paper this morning, elicited much first-hand information of special interest bearing on the subject.

Reference was, in the first place, made to the meeting held at Wuchow on the evening of the 10th inst. From what we could gather it was attended by the entire body of the local gentry and merchants. The speeches were vehement in character and were directed against the presence of the British flotilla on the river. In the opinion of the speakers the advent of the British warships must be regarded with suspicion, inasmuch as it was thought, they were a menace to Chinese sovereign rights, an encroachment upon the territorial waters of China, and a wresting of the privileges pertaining to the Government of the Provinces by the policing of her own highways of commerce by a Foreign Power.

The meeting then proceeded to consider the question of the advisability of establishing a fleet of steamers, suggested at six in number, to be registered under the Chinese flag and to be engaged on the West River trade. The main idea underlying the scheme is to boycott the existing flotilla of steamships, the majority of which fly the British flag, and to ultimately, if practicable, oust the British traders from the river altogether. In order that competition might be successful the propounders of the scheme suggest that four steamers should be placed on the Hongkong-Wuchow run, and the other two on the Wuchow-Canton run in direct opposition to the steam-wheelers now operated by the powerful Joint Companies, viz., the Hongkong, Canton and Macao Steamboat Co., Ltd., Messrs. Butterfield & Swire and the Indo-China Steam Navigation Co., Ltd. (represented by Messrs. Jardine, Matheson & Co., Ltd.). The question of the necessary capital for the company presented no difficulty in the minds of the speakers who said that, if Chinese merchants would only give an undertaking to ship cargoes in their own vessels or in any other than British bottoms, the wherewithal for constructing and equipping the vessels would be forthcoming. Our representative was informed that at the meeting an initial capital of \$300,000 was then and there guaranteed for the patriotic enterprise.

The meeting also resolved that, in the event of the maintenance of the British flotilla being continued, the Chinese steam-launch owners pledge themselves to fill it to line with the parent Guild in Canton by having all their vessels transferred from under foreign flags into Chinese colours on and after the 1st day of the 12th month, i.e., the 4th prox. Asked as to

THE TORPEDO-BOAT INCIDENT.

our informant related what transpired at the meeting. The narrative is given in the words of the Chinese merchant rendered into English:—One of the speakers at the meeting laid stress on an incident that alleged to have occurred some days ago during the stay at Wuchow of the British torpedo-boat 434. The incident in question, so it is said, consisted in the arresting of four Chinese soldiers on board of a Kw.-lin launch, by a boarding party from the torpedo-boat. The Chinese account is to the effect that a party from the 435 boarded this launch and found four Chinese soldiers, with accoutrements, on board. I am not quite clear on the point, but I understand that these four men were in mutiny and contented themselves with saying they were there to safeguard the launch from pirates, and had been put on board by the Kw.-lin military authorities. The British sailors took these men aboard their vessel for further investigation, and whilst the inquiry was being conducted a request from the Police magistrate was received asking for the release of the men, with an explanation of their proper status and mission. The request was immediately complied with and the four Chinese "braves" accordingly released. This request of the British vessel was considered high-handed and arbitrary and it was pointed out that it was a sample of the treatment to which Chinese vessels and Chinese were subjected, and what was more, were liable to in the future.

THE DEATH OF A MACHU MILLIONAIRE.

THE LATE MR. LU-KAU.

Mr. Lu-kau, the Chinese millionaire of Macao, is dead. Such is the brief report which reached us from the Portuguese colony. Briefly put, the career of the deceased may be summarized as a truly meteoric one. From a native hawker to messenger, and successively, accountant, manager and banker, then opium farmer, gambling monopolist in Macao and later at Canton, the rise of Mr. Lu-kau to a position of social eminence and means in his own limited sphere has been directly and may be wholly attributed to the tainted money of the gambling board. The late Mr. Lu-kau's connection with Hongkong is that of a laird proprietor and owner of a small Chinese bank; but it is in Canton that his largest interests latterly lay in the extensive monopolies he held after the departure of the redoubtable Shum and the revival of the *fan-piu* and *sun-piu* lotteries by the *wei* *Coowoo*. Lu-kau was a personal protégé with the latter Viceroy from whom he held the farm whose royalty ran into seven figures annually. When Shum's re-appointment for a second term to Canton was reported, the gambling farmers seeing their privilege threatened by the advent of Shum despatched a special embassy to Peking to plead their case. But the mission was premature and Shum chose the quieter environment of Hanyang to the troubous surroundings at Canton. The anxious, idle, made considerable inroads into the deceased's health, and aggravated by advancing years his impaired constitution fell a victim to heart failure from which he succumbed at his residence at Macao on Saturday morning after returning from supper at the Chinese Club at mid-night. Had Lu-kau lived he might have played a leading part in a *cause célèbre* wherein a prominent local institution would assume the first rôle.

THE SHIPPING AND MAILS.

MAIL BOX.

G. (Prins Biss. Friedrich) 17th inst., 1.30 p.m.

Gen. (Prins Regent Gustaf) 16th inst.

Indian (Lightning) 19th inst., 1.30 p.m.

German (Sachsen) 24th inst.

Indian (Poohkha) 25th inst.

Australian (Tasman) 27th inst.

The Boston S. S. Co.'s *Shawmut* arrived at Victoria, B.C., on 13th inst.

The S. S. *Cornwallshire*, left Singapore on 14th inst., at 6 p.m. and is due here on 21st inst., at daylight.

The M. & C. Co.'s *Salsafe*, with the next French mail, left Singapore to-day, for this port, via Saigon, at 4 p.m.

The Imperial German Mail, *Prinz Regent Luitpold* left Shanghai on 15th inst., at 5.30 a.m. and may be expected here on 17th inst., at 5 a.m.

The P. & A. S. Co.'s *Uta* will be due to arrive at this port on 23rd inst. The *Alameda* will be due to arrive here on 24th inst.

The Imperial German Mail, *Sachsen*, left Kobe via Nagasaki and Shanghai on 15th inst., P.M., and may be expected here on about 24th inst.

The N. Y. K. Co.'s *Kanagawa Maru*, European Line, left Kobe for this port via Nagasaki and Shanghai on 14th inst., and is expected here on 23rd inst.

The T. K. K. Co.'s *Hokkaido Maru*, will sail from Yokohama on 16th inst. for Hongkong via Japan ports and Shanghai, and will be due to arrive at this port on 20th inst.

The C. P. R. Co.'s *Calgary*, arrived at Yokohama at 9 a.m., on 15th inst., and is due again at 6 a.m., Tuesday, for this port, whereupon it is due to arrive at 10 a.m. on 16th inst.

Regarding the scheme for the formation of a new line of steamers, we are sufficiently sceptical to doubt the sincerity of the promoters of the project. The present combination of steamers on the West River would be more than able to cope with the proposed opposition if the people carry out their intentions. The capital

Telegrams.

[Reuters.]

French Naval Movements.

London, 13th December.

Toulon reports that orders have been received to report upon the condition of warships and crews available for service in the Pacific, for the purpose of reinforcing, and providing relief drafts for Indo-China.

This action, it is understood, is in view of the unrest in the Far East.

Japanese in America.

Strong complaints are reaching Washington regarding the increasing influx of Japanese via Mexico.

Later.

The New York papers are publishing sensational stories of the landing of all Japanese servants in the battleships of the Pacific fleet at Hampton Roads in consequence of their constant note taking, one being detected noting a new system of gun control.

A Royal Wedding.

Athens announces the wedding of Prince George of Greece and Princess Marie Bonaparte, the ceremony being of the most brilliant description.

The streets were alight with decorations.

Later.

Germany in the Persian Gulf.

The Hamburg firm of Woenckhauus has appealed to the German Foreign Office against the seizure of the firm's warehouse, alleged to contain contraband, on Abanusa Island, Persian Gulf, by H.M.S. *Lapwing*. The Hamburg newspapers are indignant.

Lieutenant Wood's.

Lieutenant Woods, 2nd Grenadier Guards, on the 11th instant, received a request from the War Office to resign his commission, otherwise he would be removed from the Army under clause 447.

Correction.—In telegram, dated London 10th instant under heading "The Fifth Lancers" read:—Lieutenant Woods, 2nd Grenadier Guards, instead of Major A. V. J. Wood, D. S. C.

Australian Defence.

14th December.

In the Melbourne House of Representatives, the Hon. Alfred Deakin, Prime Minister of the Australian Commonwealth, in outlining the defence policy of the Government, proposed the purchase of three submarines and two destroyers annually for three years.

He also suggested the compulsory military training of all youths attaining the age of eighteen years, by which means he hoped to form a national guard of 218,000 trained men who would be available in eighteen years.

[N. C. D. News]

Americas and Japan.

JAPANESE EMIGRANTS.

Tokio, December 10.

The report that negotiations are to be opened between America and Japan as an aftermath of the immigration question, and specially with a view to the control of Japanese labouring men students, is totally without foundation. Such matters lie entirely within the control of the administrative powers of the United States and the understanding between the two countries is so full and elastic as at present.

In the speech which he made at the meeting of the Oriental Association to-night Mr. O'Brien, United States Ambassador in Tokio, took the most optimistic view of the situation.

FRIENDSHIP, GOODWILL.

Tokio, December 11.

Mr. O'Brien, American Ambassador to Japan, in his speech at Tokio last night, declared that no serious question existed between America and Japan. If any should arise in the future, he added, the friendship and goodwill obtaining between the two countries would guarantee a satisfactory settlement.

THEFT IN A BOARDING-HOUSE.

LEAST SUSPECTED OF ALL CONFESSED TO CRIME.

Some time yesterday afternoon a report was made at headquarters by the manager of a boarding-house at 122, Connaught Road Central, in which he gave the police to understand that burglars had entered his room on the previous night and removed \$1,460 from one of his counter drawers. Detective Sergeant O'Sullivan paid a visit to the house. In less than an hour he had the guilty party under lock and key. On examining the drawer he saw that a bit of the woodwork around the lock had been destroyed. This was done in order that a hold might be had on the drawer. Then, with the aid of some instrument, the counter was raised high enough as to get the lock out of the socket. The detective's suspicion fell on someone in the house. He questioned all the folks, but they proved their innocence. To the surprise of everybody when the son-in-law of the master of the business, who is, it is, in the interior, was interrogated, he confessed and confessed to the crime. When he had recovered himself sufficiently he showed the officer where he had hidden the money—under the lining of the staircase. This was ripped open by the detective and the cash, all intact, was recovered with the aid of a stick. The thief, the Sui Tui—the assistant accountant, was charged at the Police Court, this morning, and sentenced to six months' hard labour.

IN BURSTING SHIP-PING ACTION.

QUESTION OF REPUDIATING CHARTER PARTIES.

A very interesting case to the shipping community was heard before the Full Court, comprising Sir Francis Piggott (Chief Justice) and Mr. A. G. Wise (Puisne Judge), this morning. It was that in which the Lombard Steamship Co., Ltd., 23a, Great St. Helens, London, applied for leave to appeal against the decision of the Chief Justice, given on the 6th May last, against them, in favour of Messrs. Carlowitz and Company, in which action the latter firm claimed \$1,700, being damages sustained by plaintiffs by reason of the breach of a charter-party of the British steamship *Salamanca*, entered into in Hongkong on 7th February, 1901.

Sir Henry Berkeley, K.C., instructed by Mr. R. D. Atkinson, of Messrs. Deacon, Lucker, and Deacon, appeared for the appellants, and Hon. Mr. H. E. Pollock, who was instructed by Mr. Andrew G. Jackson, of Messrs. Johnson, Stokes and Master, for the respondents.

The facts of the case appear to be that on or about the 7th February, 1901, the defendants (the Lombard S.S. Co.), through their agent, one J. H. Anderson, who was then the master of the steamer *Salamanca*, then in Hongkong, chartered the vessel to the plaintiffs (Carlowitz & Co.), under a written charter party, signed on the 7th February, 1901, for a period of six months, with an option of renewal, which the plaintiffs thereafter duly exercised for a further period of three months, at the rate of \$6,000, Hongkong currency per month, payable fortnightly in advance to Messrs. Bradley & Co. in Hongkong, as agents for the defendants, upon (*inter alia*) the following terms and stipulations. The steamship being firm and staunch, and free from known defects, and well officered, was to be maintained so by her owners, and placed at the sole disposal of the charterers or their agents to carry cargo and passengers for lawful voyages, as specified and the usual clause about the exemption from the result of accident, through the act of God, etc. The steamer was to be docked and cleaned by the charterers recommended by a surveyor's report, at owner's expense, the time occupied in docking not to count under the charter. Should the steamer be delayed for want of officers, repairs, collisions, or other breakdowns not caused by stress of weather, the payment of hire was to cease, until the vessel was again staunch, sound and well found, as provided in the first clause of the charter. The captain was to give the agents 24 hours' notice whenever the vessel needed repairs provided it was possible by circumstances to do so. On or about 26th April, 1902, plaintiffs entered into a charter party with the East Asiatic Trading Company of Hongkong, whereby they re-chartered the said vessel to that company for a term of six and a half months, the balance of the term of the plaintiff's said charter, at the enhanced rate of \$7,250 per month, payable half-monthly to the plaintiffs, the charter party containing the same terms and conditions as the first. On or about the 1st July, 1902, the East Asiatic Trading Company with the knowledge and consent of the defendants re-chartered the vessel to the United States Government for service as a transport for troops, animals, stores, cargo, etc., being stipulated that the said vessel should proceed at once to such ports as ordered by the proper officer of the Quartermaster General's Department, the owners to keep the vessel in the same condition as stipulated for in the first charter party, the time lost owing to accidents, not the fault of the United States, not to be paid for by the latter. The vessel was accordingly handed over to the United States to be used as a transport, and on or about the 26th July, 1902, owing to the negligence of the said J. H. Anderson, then master, the vessel ran ashore in fine, clear weather, on a reef near San Salvador Island, in the Philippines, and was so damaged that she had to be towed off and docked at Cavite at the expense of her owners. No notice of that accident reached the plaintiffs until 1st August, 1902, and the plaintiffs had in the meanwhile in ignorance of the fact paid to Messrs. Bradley and Co. the hire for the vessel for the whole of the month of July. The repairs were completed by the 9th September, but the defendants neglected, for a number of days, to discharge the Doc's Company's lien on the said steamer, for the cost of the repairs, and thereby caused the Government to cancel the charter party, and in consequence of the default of the defendants the East Asiatic Trading Company, which had, as defendants knew, chartered the steamer to re-charter it at a profit, cancelled the charter with the plaintiffs in their turn, and the plaintiffs then cancelled their charter with the defendants, the defendants having failed to fulfil the conditions of their charter-party, by not placing the steamer at the disposal of the plaintiffs after the repairs in proper time.

Sir Henry opened by saying that this was an appeal from the decision of the Chief Justice in an action tried before him, sitting alone and with no jury, on 29th and 30th April, and 1st May last, whereby the Chief Justice in effect held that the plaintiffs who had chartered the steamer *Salamanca* from the Lombard Steamship Company were justified in repudiating that charter because of the default of the owners of the *Salamanca* in not carrying out implied undertakings on their part for a certain party (to be called "Austria") who had chartered the vessel and re-chartered her to the United States Government, at Manila. His Lordship found that the U.S. Government was entitled to repudiate the re-charter; that "Austria" was entitled to repudiate the sub-charter, and that the charterers were also entitled to repudiate the original charter from the Lombard Steamship Co. He asked his Lordship to take another view of the matter. He came to the court without any doubt or hesitation to convince the Court that the view the Chief Justice held was, as temporally used

the word, erroneous. The first document was the will of summum.

Mr. Justice Wise.—We have read over the documents, which took about our hour. Give us some credit of knowing that.

Sir Henry.—With your Lordships' rapidity.

After scanning over the documents, Sir Henry argued that, assuming the U.S. Government were entitled to cancel the charter, partly in the event of any default, the effect this would have was to throw the ship back on the hands of the sub-charterers, and the remedy of the sub-charterers was not to repudiate their sub-charter, but to bring an action to recover compensation for the loss sustained by them in having the ship on their hands. This was applied in the case of the original charterers.

"Austria" sub-chartered the vessel on the understanding that she was to be used purely for a commercial undertaking, whereas they re-chartered her to the U.S. Government for carrying troops, arms and ammunition about during the war the United States had with some Filipinos. The original charter was for a commercial venture, such as it is called. Sir Henry said that his Lordship went on to say in giving his decision that Carlowitz had no interest in the charter to the U.S. Government—the master being between "Austria" and the East Asiatic Company. "Austria," he observed, were the principals and not the agents in making the agreement with the owners, by which they obtained the owner's consent to re-charter her to the U.S. Government. The vessel was then used, not for trade purposes, but for carrying warlike stores. No provisions were made for this in the sub-charter; in the re-charter it was not expressly incorporated. This was outside the charter altogether. Suppose we fail, Sir Henry pursued, with regard to carrying out for the United States that would give the charterers no right to repudiate the charter in trade. This could not justify the original charterers to repudiate it. The sub-charterers were liable to the charterers. Why should "Austria" repudiate the sub-charter because we (the owners) did not do certain things? He did not see it. The charter was for ordinary commerce, but after a while they saw their way to putting the ship to more lucrative work and handed her over to the U.S. Government. How can their conduct with regard to the agreement entitled "Austria" to throw up the engagement? They could not have any *letus standi*. The plaintiffs had mistaken their remedy. Their business was to bring an action against the owners for breach. If they did that then the owners would have been able to put up their defence and show that their conduct was reasonable. The U.S. Government, according to American or English law, for they were both the same on this point, was not justified in repudiating their charter. The vessel was not chartered to carry any particular cargo, at any time or place, but it was a general charter, and the fact that they were delayed for a few days was not enough to frustrate the whole charter.

As we go to press Mr. Pollock was just opening his address.

Sir Henry observed that there was notice of the time given.

Mr. Justice Wise.—Only one notice.

Sir Henry.—Pardon me, there was notice of the change of solicitor.

Sir Francis Piggott.—About a quarter of an hour ago.

Sir Henry.—Yes.

Mr. Justice Wise.—You must proceed in the usual way.

Sir Henry mentioned that he took it to be the proper way when notice of the change of solicitors was filed.

After further argument Sir Henry asked the Court to extend the time to allow the notice to be filed. "Why Burke us?" he asked. "Why penalise us?"

Sir Francis Piggott took objection to the word "Burke" being used, adding that it was a suggestion that the Court was proceeding in a wrong way when, in fact, the solicitor in the case was wrong.

Sir Henry altered the word to "lost opportunity"—"misapprehension."

Mr. Justice Wise.—How was it a misapprehension and this morning you tried to alter it?

Sir Henry started out to explain, but Mr. Justice Wise interrupted with: "We don't know if we can hear you."

"Allow me to change the notice then," Sir Henry asked.

Mr. Justice Wise.—Oh, no.

Sir Henry.—Why not?

Sir Francis Piggott.—Here is a solicitor given five days' notice to file notice and nothing has been done.

Sir Henry.—If notice was filed five days ago would you have heard me?

Sir Francis Piggott.—Yes.

Sir Henry.—Why not now?

Mr. Justice Wise.—Why not in *forma pauperis*?

Sir Henry.—He has more than \$10 in the world and so he can't proceed in *forma pauperis*. But that is not the point. Why not hear me?

Sir Francis Piggott.—It is irregular.

Sir Henry.—It was merely a question of whether the Attorney-General or the Crown Solicitor could appear. We did not know or we would have fixed the notice.

Sir Francis Piggott.—At 10 a.m. to-day, I thought the matter had ended.

The application for appeal was refused.

THE SUBSCRIPTION GRIFFIN.

ARRIVAL OF THE SECOND BATCH.

The second batch of subscription griffins—numbering eleven in all—arrived here from Shanghai, to-day, by the steamer *Choy Bang*, and were drawn for at Kennedy's Stables this afternoon.

It is not easy at the present stage to pick out the points of each animal, owing to their thick coats, but they appear to be of a better quality than the first lot.

The result of the drawings is appended:—

Nos. Colour. Purchaser.

9—grey.....Mr. C. P. Chafer

26—black.....Mr. Fair

35—grey.....Mr. A. Rodger

41—grey.....Mr. Lapaius

43—dun.....Mr. A. Forbes

48—bay.....Mr. D. Macdonald (of Macdonald & Co.)

49—bay.....Mr. G. Fraislund

51—grey.....Mr. T. Christiani

73—dark grey.....Mr. D. Macdonald (B & S)

76—dark grey.....Mr. M. W. Slade

78—dun.....Mr. W. Gibson

We understand that the other ponies have passed the lime test at Shanghai, and are only awaiting shipment to Hongkong.

SHIP ON BOARD "FAUSANO."

CHIEF OFFICER'S CABIN ENTERED.

The police are at present engaged in making inquiries into a number of robberies which have occurred recently on board the steamer *Fausano*. The "report" was made to the Commissioner, Col. A. J. Pollock, by Mr. Campbell, first officer of the vessel. Curious to relate, the robber, whoever he may be, and there is no question in the mind of the police, that he is one of the ship's deck hands, was careful on each occasion not to carry his work until the *Fausano* was well on her return trip to Hongkong. On two occasions, as far as we know, the chief officer's cabin was entered during his absence, and small sums of money were found to be missing. Little less than \$10 was removed on the first visit, which took place during the last but one trip, the amount very nearly doubled, but up to the present the guilty party is still to be discovered, notwithstanding the efforts of the police to find him.

7HR PIRATED JUNK CASH.

MOTION FOR LEAVE TO APPEAL DISMISSED.

Sir Henry Berkeley, K.C., met a similar fate as his learned colleague, Mr. W. Rees Davies, Attorney-General, at the Supreme Court, this morning, with regard to his motion for leave to appeal from the decision of Mr. Justice Gomperz, delivered last month, in the case in which Ip Tung, No. 89, sought to recover a junk from Kwong Tse King, or, in the alternative, her value—\$1,000. Mr. Justice Gomperz, in deciding the case, held that the sale of the junk in his opinion was a sale of goods in "mar. et oper." within the meaning of the Sale of Goods Ordinance, 1896, and found for the defendant. It will be remembered that the Full Court, comprising their Honour Sir Francis Piggott (Chief Justice) and Mr. A. G. Wise (Puisne Judge) dismissed the motion of the Attorney-General on the ground that he had no *letus standi* in appearing in a private action in his capacity as Attorney-General, and whatever argument he submitted in support of his contention was not entertained. Sir Henry Berkeley's services were then requisitioned by Messrs. Dennis and Bowley and his application to appeal was fixed for to-day. But, unfortunately, no notice to appeal was filed during the interval, according to the usual procedure, and it was on account of this that the appeal was denied.

When their Lordships took their seats this morning, the Assistant Registrar stated that he could not call the case, as no notice of appeal was given.

Sir Henry observed that there was notice of the time given.

Mr. Justice Wise.—Only one notice.

Sir Henry.—Pardon me, there was notice of the change of solicitor.

Sir Francis Piggott.—About a quarter of an hour ago.

Sir Henry.—Yes.

Mr. Justice Wise.—You must proceed in the usual way.

Sir Henry mentioned that he took it to be the proper way when notice of the change of solicitors was filed.

After further argument Sir Henry asked the Court to extend the time to allow the notice to be filed. "Why Burke us?" he asked. "Why penalise us?"

Sir Francis Piggott took objection to the word "Burke" being used, adding that it was a suggestion that the Court was proceeding in a wrong way when, in fact, the solicitor in the case was wrong.

Sir Henry altered the word to "lost opportunity"—"misapprehension."

Mr. Justice Wise.—How was it a misapprehension and this morning you tried to alter it?

Sir Henry started out to explain, but Mr. Justice Wise interrupted with: "We don't know if we can hear you."

"Allow me to change the notice then," Sir Henry asked.

Mr. Justice Wise.—Oh, no.

Sir Henry.—Why not?

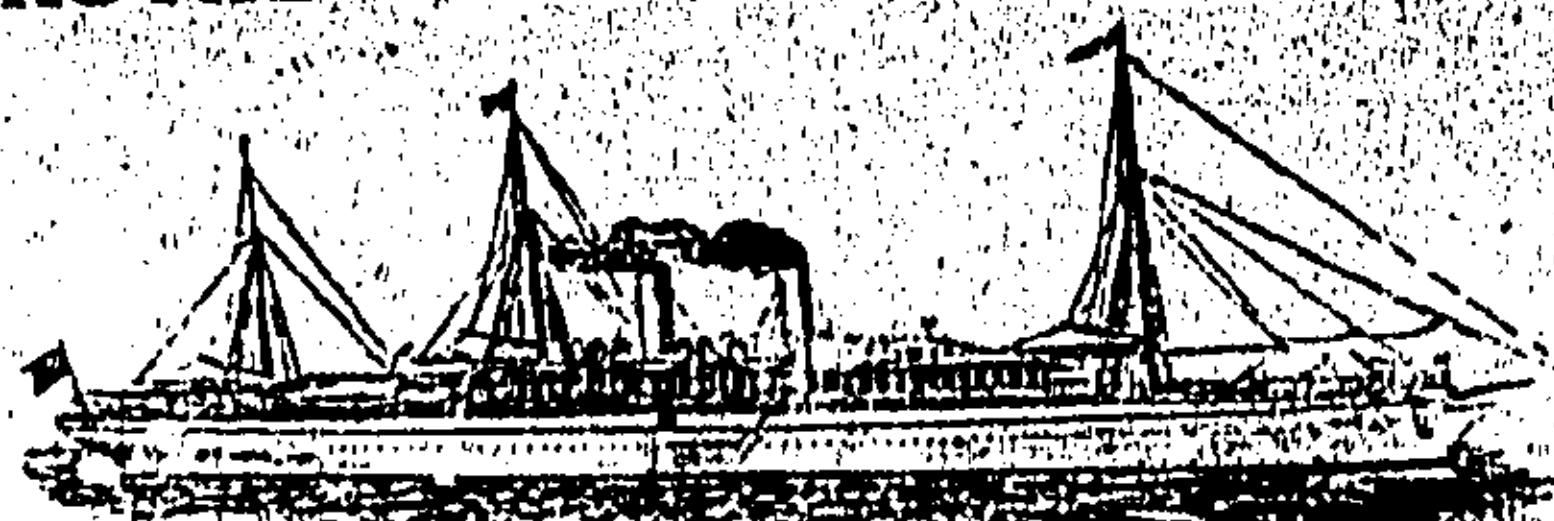
Sir Francis Piggott.—Here is a solicitor given five days' notice to file notice and nothing has been done.

Sir Henry.—If notice was filed five days ago would you have heard me?

Sir Francis Piggott.—Yes.

Sir Henry.—Why not now?

Shipping Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality
The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration)

K.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF CHINA" 6,000 THURSDAY, Dec. 19th Jan. 6th
"EMPEROR OF INDIA" 6,000 THURSDAY, Jan. 16th Feb. 3rd
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 30 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate class via St. Lawrence River Lines or New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

K.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, apply to
D. W. C. DODD, General Traffic Agent for China
Hongkong, 24th October, 1907.
Corner Pader Street and Praya.

INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	KIN SING	TUESDAY, 17th Dec, 4 P.M.
SHANGHAI	CHOY SANG	WED'DAY, 18th Dec, 4 P.M.
MANILA	LOONG SANG	FRIDAY, 20th Dec, 4 P.M.
SANDAKAN	MAUSANG	FRIDAY, 20th Dec, 4 P.M.
MANILA	YUEN SANG	FRIDAY, 27th Dec, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOK SANG	SATURDAY, 28th Dec, 3 P.M.
SGAPORE, PENANG & CALCUTTA	KU'SANG	TUESDAY, 31st Dec, 3 P.M.
SGAPORE, PENANG & CALCUTTA	LAI SANG	TUESDAY, 7th Jan, 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
Penang	85	130
Calcutta	105	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, via Ching-Wan-Tau, and Yungting Port.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Ditu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 14th December, 1907.

[6]

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS	To SAIL	
SHANGHAI	KWELLIN	17th Dec, 4 P.M.
MANILA	TEAN	17th
NINGPO	NYGPO	18th
HOIHOW & HAIFONG	SINGA	daylight
MANILA	TAMING	21st
SHANGHAI	BAUHING	24th
CEBU & ILOILO	YUCHOW	26th
SHANGHAI	BUNGKANG	28th
MANILA, ZAMBOANGA & COLONIES	KUKIANG	31st
CEBU & ILOILO	TAIYUAN	1st Jan.
YOKOHAMA & KOBE	KAIFONG	3rd
	CHINGTU	9th

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th December, 1907.

[7]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
KURI	1540	Almond	MANILA	SATURDAY, 21st Dec, 1907.
TAIRO	1540	R. Rodger	"	SATURDAY, 28th Dec, 1907.

For Freight or Passage, apply to

SHewan Tomes & Co.,
GENERAL MANAGERS.

Hongkong, 14th December, 1907.

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CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 3RD FEBRUARY, 1908. As an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "RUBI" on FRIDAY, 11th January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 13th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 14th February.

We have arranged a Special Fare for this Round Trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day, inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Undersigned.

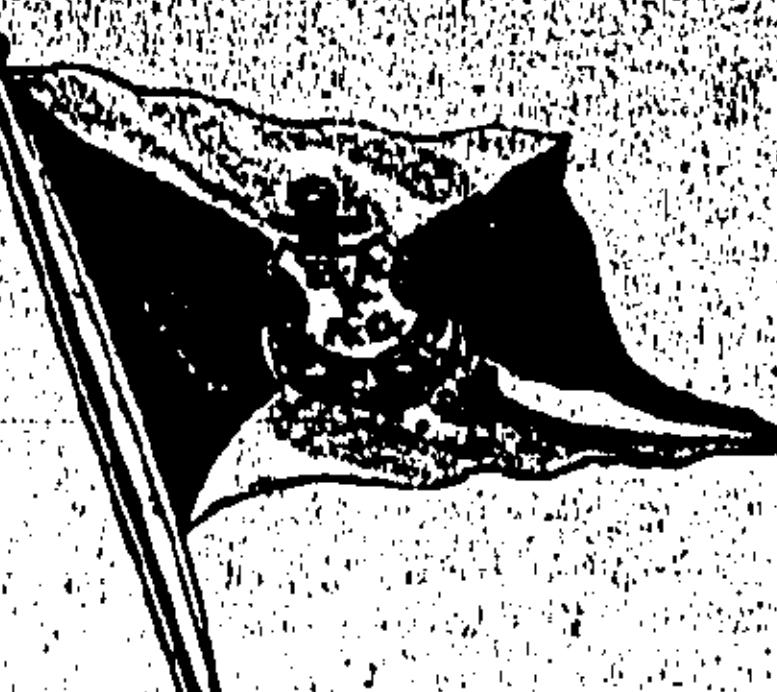
SHewan Tomes & Co.,
General Managers.

Hongkong, 14th December, 1907.

[16]

Shipping Sicanets.

HAMBURG-AMERIKA LINIE.



167 Ocean Steamer!

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

HABSBURG 21st Dec. SCANDIA 9th Jan., 1908

RHENANIA 21st Jan., 1908 HABSBURG 30th Jan., 1908

HOHENSTAUFEN 22nd Feb., 1908 RHENANIA 26th Feb., 1908

HONGKONG, 14th December, 1907. HOHENSTAUFEN 25th March, 1908

Homeward.

SCANDIA 9th Jan., 1908

HABSBURG 30th Jan., 1908

RHENANIA 26th Feb., 1908

HOHENSTAUFEN 25th March, 1908

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

To sail

For Freight and further information, apply to

SHewan, Tomes & Co.,

General Agents.

Hongkong, 2nd December, 1907.

[16]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and

SALINA CRUZ.

Steamers

Tons To sail

KATHERINE PARK 5,000 SATURDAY,

KASATO MARU 6,100 [Sometime in

March, 1908]

TAKING FREIGHT AND PASSENGERS TO OTHER

EASTERN AND WESTERN COAST PORTS OF SOUTH

AMERICA IN CONNECTION WITH STEAMERS OF THE

PACIFIC S. N. CO.

FOR FURTHER INFORMATION AS TO FREIGHT AND

PASSAGE, APPLY TO

K. MATSUDA,

Manager,

YORK BUILDING,

HONGKONG, 14th December, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE COMPANY'S STEAMSHIP

HAITAN.

CAPTAIN ROACH, WILL BE DESPATCHED FOR THE

ABOVE PORTS, TO-MORROW, THE 17th INST., AT

10 O'CLOCK A.M.

FOR FREIGHT OR PASSAGE, APPLY TO

DOUGLAS LA PRAIA & CO.,

General Managers.

HONGKONG, 16th December, 1907. [169]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

MOJI, KOBE AND YOKOHAMA

via

MOJI, KOBE AND YOKOHAMA

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(CALLING AT PORT DARWIN, AND QUEENSLAND PORTS,

AND TAKING THROUGH CARGO TO ADELAIDE,

NEW ZEALAND, TASMANIA, &c.)

THE STEAMSHIP

ALDENHAM.

CAPTAIN ST. JOHN GEORGE, WILL BE DESPATCHED AS

ABOVE, ON SATURDAY, THE 20th INST., AT NOON.

THIS WELL-KNOWN STEAMER IS SPECIALLY FITTED

FOR PASSENGERS, AND HAS A REFRIGERATING-CHAM

BER, WHICH ENSURES THE SUPPLY OF FRESH PRO

VISIONS, ICE, &c., THROUGHOUT THE VOYAGE.

THE STEAMER IS INSTALLED THROUGHOUT WITH

THE ELECTRIC LIGHT.

Mails.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MATERIAL COST.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	50,000 40,000	\$125 \$125	\$125 \$125	{ \$1,000,000 \$11,750,000 \$250,000}	\$1,077,167	{ \$1.15/- for 1-year ending 30.6.07 @ ex 2/2/16 = \$16.04	5 %	\$7.20 sellers \$7.50 sellers new issue London £81.10/-
National Bank of China, Limited	9,925	£7	£6	{ \$12,735/- \$300,000}	\$71,203	\$2 (London 3/6 for 1907)	...	\$5/-
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£15	£5	{ \$1,500,000 \$119,058 \$410,159 \$125,000 Tls. 100,000 Tls. 48,942}	none	\$20 for 1906	8 1/2 %	\$245/-
North China Insurance Company, Limited	10,000	£15	£5	{ \$3,000,000 \$70,000 \$456,407 \$185,157 \$87,628 \$80,000}	Tls. 204 4/4	{ Final of 7/6 per share making in all 15/- for 1906 = Tls. 2.65	6 %	Tls. 67
Union Insurance Society of Canton, Limited	12,400	£25	£10	{ \$3,000,000 \$70,000 \$456,407 \$185,157 \$87,628 \$80,000}	11,460 4/0	{ Final of \$12 making \$42 for 1907; and interim of 13/- in 1906	5 1/2 %	\$792/-
Yangtze Insurance Association, Limited	8,000	£100	£60	{ \$1,500,000 \$100,000 \$1,988}	1394.520	\$1 for year ending 31.12.5 .....	...	{ \$140 buyers \$125 buyers}
Do. do. (new)	4,000	£100	£60	{ \$1,000,000 \$320,449 \$7,616}	362,080	\$2 and bonus \$2 in 1905	8 1/2 %	93 buyers
Fire INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,500,000 \$1,250,000 \$180,980}	435,236	\$40 for 1905	12 1/2 %	\$325 sales
Hongkong Fire Insurance Company, Limited	8,000	\$125	\$50	{ \$1,500,000 \$180,980}	127,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$32 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$10	{ \$7,000 \$264,038 \$360,088}	365	\$365	...	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$350,000}	Nil.	...		
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$550,000 \$180,980}	127,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$32 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	6,000	£5	£5	{ \$60,000 \$270,000}	23,694	\$1 for 1906 @ ex 2/2 = \$2.14 per share	3 1/2 %	{ \$41 \$29}
Do. (Deferred)	6,000	£5	£5	{ \$270,000}	23,694	\$1 for 1906 @ ex 2/2 = \$2.14 per share	3 1/2 %	{ \$41 \$29}
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 \$400,000 \$1,871}	11,13,327	Interim of Tls. 12 for account 1907	12 %	{ Tls. 44
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ \$25,000 \$32,957 \$18,000}	172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	11 1/2 %	{ Tls. 50 sellers
"Star" Ferry Company, Limited	10,000	£10	£5	{ Tls. 98,000 \$1,414,479 \$62,000 Tls. 81,200 Tls. 30,000}	1,137	\$1.00 for year ending 31.12.1907	4 1/2 %	\$22 buyers
Taku Tug and Lighter Company, Limited	1,000	£10	£5	{ Tls. 10,000 \$1,414,479 \$62,000 Tls. 30,000}	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	£100	£100	{ \$450,000}	10,218	\$8 for year ending 31.12.06	8 %	\$100
Luxon Sugar Refining Company, Limited	7,000	£100	£100	{ none}	...	...
Perak Sugar Cultivation Company, Limited	7,000	£15.50	£14.50	{ 100,000}	8,935	1.8, 100%	5 %	\$10 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ \$15,000 \$24,393}	61,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 151 buyers
Paub Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$10,000 \$24,873}	11,358	\$10.12 of 1/- = 48 cents	3 1/2 %	88 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124}	10,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$10	\$10	{ \$10,000 \$23,152 \$30,000}	3,047	Interim of 1/2 for six months ending June 30th 1907	6 %	165 sellers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$10	{ \$100,000 \$50,000}	1491,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2 %	\$97
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ \$1,000,000 Tls. 48,210 Tls. 10,000}	16,10,459	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 714
Shanghai and Hongkew Wharf Company, Limited	26,000	Tls. 100	Tls. 100	{ Tls. 190,100 Tls. 75,000}	16,23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 205
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$25,000 \$15,123}	1,10,388	Tls. 6 for 144 months ending 28.2.07	6 %	Tls. 1021
Astor Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$10,000 \$25,000 \$15,123}	10,908	\$2 for year ending 30.6.07	10 1/2 %	\$21 sellers
Central Stores, Limited	50,123	£15	£15	{ \$15,000 \$164,971}	19,178	\$1.80 for 1906	13 %	\$14
Hongkong Hotel Company, Limited	12,000	£50	£50	{ \$10,000 \$16,075}	110,925	\$4 for 1st half-year ending 30.6.07	10 %	100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	{ \$10,000 \$120,000}	56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	195
Humphreys Estate & Finance Company, Limited	15,000	£10	£10	{ \$10,000 \$120,000}	11,1567	80 cents for 1906	7 1/2 %	\$108
Kowloon Land and Building Company, Limited	4,000	£50	£50	{ none}	11,808	\$2 for 1906	7 %	\$33 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000 none}	11,61,928	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 100 buyers
West Point Building Company, Limited	12,500	£50	£50	{ none}	11,519	Interim of \$2 for half year ending June 30th	8 1/2 %	84 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	1,000	Tls. 50	Tls. 50	{ Tls. 150,000 \$15,000 \$15,000}	11,64,986	Tls. 10 for year ended 31.10.1906 .....	...	Tls. 48 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	1,000	£10	£10	{ \$10,000 \$160,000}	11,24,269	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 none}	11,85,519	Tls. 6 for year ended 30.9.06 (8 %) .....	...	Tls. 50
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 26,257}	11,31,469	Tls. 8 for 1906 .....	...	Tls. 70 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 50,000}	11,50,663	Tls. 50 for 1906 .....	...	Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	5,604	£2/6	£2/6	{ £1,299 \$19,000}	1,638	1/3 per share for 1906	9 %	161 buyers
Campbell, Moore & Co., Limited	1,200	£10	£10	{ \$1,299 \$19,000}	3653	\$3 for 1905 .....	...	\$101 buyers
China-Borneo Company, Limited	1,000	£12	£12	{ \$1,299 \$19,000}	Nil.	\$1 for 1904 .....	...	Tls. 60 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$1,299 \$19,000}	1,638	Final of Tls. 5 making Tls. 10 for 1905 .....	...	16 buyers
China Light and Power Company, Limited	10,000	£10	£10	{ \$1,299 \$19,000}	125,000	60 cents for year ended 28.2.06	8 1/2 %	59 buyers
Do. Do. special shares	10,000	£1	£1	{ \$1,299 \$19,000}	1855	80 cents for 1906	8 1/2 %	53 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	{ \$1,299 \$19,000}	12,974	\$1.30 for year ending 31.7.07	8 %	\$161 buyers
Dairy Farm Company, Limited	25,000	£7/3	£6	{ \$1,299 \$19,000}	110,804	Interim of 50 cents per share for a/c 1907	9 %	\$161 buyers
Green Island Cement Company, Ltd.	400,000	£10	£10	{ \$1,299 \$19,000}	115,002	\$1 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hall & Holtz, Limited	21,000	£20	£20	{ \$1,299 \$19,000}	12,953	\$1 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Electric Company, Limited	60,000	£10	£10	{ \$1,299 \$19,000}	112,953	\$1 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	£25	£25	{ \$1,299 \$19,000}	14,171	Interim of \$4 for 1st year ending June 30th 1907	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	{ \$1,299 \$19,000}	14,171	Interim of 80 cents per share for a/c 1907	8 1/2 %	\$245
Maatschappij tot Mijl, Bosch en Landbouwexpeditie	25,000	£10	£10					